

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

In the matter of the Application of the City of Los Angeles to construct one at-grade railroad crossing (at immediately west of Normandie Avenue opposite Knox Street) and upgrade two existing rail crossings (one immediately west of Normandie Avenue at Douglas Driveway and the other at Douglas Driveway approximately 1,400 feet east of Western Avenue). All cross the railroad tracks of the Union Pacific Transportation Company in the City of Los Angeles, County of Los Angeles

APPLICATION

The application of the City of Los Angeles, 1200 S. Spring Street, Los Angeles, California, respectfully shows:

1. That the communications in regard to this application are to be addressed to Mr. James Okazaki, Chief of Transit Programs, City of Los Angeles Department of Transportation, Los Angeles, California.
2. That this application and relief sought herein is filed pursuant to Section 1201-1205, inclusive of the Public Utilities Code of the State of California.
3. That the applicant hereby requests permission to construct one ^{new} railroad crossing and upgrade two existing crossings. The new crossing is located immediately west of Normandie Avenue at 195th Street, opposite Knox Street. The existing railroad crossing at Douglas Driveway accessing the site opposite Francisco Street will be upgraded as will an internal crossing on Douglas Driveway approximately 1,400 feet east of Western Avenue. These are shown on Exhibit "1" attached hereto and made a part hereof.

4. That the proposed railroad crossing and the upgraded crossings would provide access to the proposed Harbor Gateway Center, located on 170 acres bounded by 190th Street on the north, Normandie Avenue on the east, industrial and residential properties on the south, and the Capital Metals Company and former International Light Metals properties and Western Avenue on the west. The project consists of approximately three million square feet of retail, office, and industrial park development on a 170-acre site. The site was formerly used by the U.S. Navy and then the Douglas Aircraft Company for the manufacture of ^{air}warcraft and aircraft parts. The manufacturing activity ceased in 1992 and the site is currently used for warehousing and distribution operations. The project applicant, McDonnell Douglas Realty Company, is proposing to redevelop the project site in a manner that would replace underutilized, obsolete and inefficient industrial facilities with viable retail and office/industrial park uses. The proposed project represents a comprehensive planned development that will enhance the productive use of the project site, provide high quality, high wage employment opportunities in a range of occupations, enhance the aesthetic character of the area, and maximize the fiscal benefits to the City in terms of sales and property tax revenues.

5. That the project's shopping center would receive direct access from 190th Street. However, this access is not sufficient to accommodate access to the retail development and the office/industrial park uses. Access is also required from Normandie Avenue as well as from Western Avenue. The Union Pacific Railroad runs adjacent to Normandie Avenue for the length of the project. Normandie Avenue access would be provided via one new crossing of the Union Pacific Railroad tracks leading directly to the Harbor Gateway Center and an upgrade of an existing crossing. Western Avenue access would be provided from an upgraded roadway in the current alignment of the Douglas Driveway. These include:

a. A new internal road extending the 195th Street alignment from Normandie Avenue opposite Knox Street, which would provide direct access to the office and industrial park uses, as well as indirect access to the retail component. This would also require a new railroad crossing, located immediately west of Normandie Avenue (Rail Crossing "A").

b. An upgrade of an existing rail crossing (Rail Crossing "B") located at Douglas Driveway, immediately west of Normandie Avenue opposite Francisco Street.

c. An upgrade of an existing rail crossing (Rail Crossing "C") located at Douglas Driveway approximately 1,400 feet east of Western Avenue.

Since the Union Pacific Railroad track involved in all of these crossings is a very lightly used rail line (less than one train per day), these crossings are considered appropriate.

6. That the proposed crossings are needed to provide improved public access to the proposed project. The project is estimated to generate 31,600 new daily trips. The railroad crossings are a component of a comprehensive transportation improvement package including transit improvements, signal system improvements, street widenings and restriping, and parking restrictions. The railroad crossings are considered the most effective and efficient method of providing access to the proposed retail development. The new and upgraded crossings are also required to avoid additional traffic impacts to the existing 190th Street crossing immediately west of Normandie Avenue. Without these new and upgraded crossings, congestion at the intersection of 190th Street and Normandie Avenue could adversely effect the safety of the adjacent 190th Street crossing.

There will be seven public entrances to the McDonnell Douglas property. Four of these will be located on 190th Street, two on Normandie Avenue, and one on Western Avenue. Due to the size of the project site, internal circulation is also necessary to provide access to the interior portions of the development. Therefore, three internal streets will be constructed. "A" Street is a north-south street which will provide access through the site from 190th Street. "C" Street is an east-west street in the middle of the site. This street, which extends from Normandie Avenue to "A" Street, provides much needed access to the development on the north and central portion of the site. The third street, "B" Street, is also an east-west street located at the southern end of the site. "B" Street traverses the entire site and extends from Normandie Avenue to Western Avenue. This street is important to the development of the site because it provides access to both the eastern and southern portions of the site. Additionally, it allows an access point from Western Avenue, thus eliminating bottleneck conditions on 190th Street and Western Avenue.

Railroad crossings are necessary at three locations in order to access the site. Rail Crossing "A" would provide access to "C" Street, the east-west street that provides access to both the retail and industrial portions of the site, as well as a connection to the north-south "A" Street.

Rail Crossing "B" is an upgrade of an existing crossing located at the entrance to the southern portion of the site and "B" Street, the other east-west roadway. Without an upgrade to this crossing, this access road could not function to the capabilities needed to accommodate the anticipated traffic flows.

During the AM peak hours, over 400 vehicles will use each of the two crossings from Normandie Avenue. The total of approximately 900 additional vehicles

could not be accommodated at the intersection of 190th Street and Normandie Avenue. Increased congestion at the intersection of 190th Street and Normandie Avenue would adversely impact the safety at the adjacent 190th Street crossing.

Rail Crossing "C" is an internal crossing on a spur line in the southern portion of the site. This crossing is necessary to accommodate "B" Street, the east-west road that connects the eastern portion of the site to the western portion. Without this crossing, the western portion of the site cannot be reached from the eastern portion, thus, landlocking a part of the site. Capital Metals Company is the sole user of this spur, and currently only uses the tracks very sporadically. During the AM peak hour, approximately 410 vehicles will access the site from Western Avenue. The majority of these vehicles will need to cross the railroad tracks in order to access the eastern portion of the site. Although train traffic on this spur of the Union Pacific line is extremely light (less than one train per day), a railroad crossing is necessary to provide safety.

Development of the McDonnell Douglas property will include two east-west streets which will provide access to the site and will transform the large parcel of land into a more traditional roadway grid. This configuration will create a more efficient way to accommodate site and area traffic, thus lessening the demand at the intersection of 190th Street and Normandie Avenue. The crossings will provide significantly reduced response time for fire and other emergency vehicles to said area.

7. That access to the site will be provided from 190th Street, Normandie Avenue and Western Avenue. The project also includes an internal roadway system which will intersect each of these roadways. ~~Additionally, access via an extension of 195th Street across the adjacent vacant site to the West, formerly used by Lockheed Aircraft, will be provided as part of the redevelopment of that site, thus improving the circulation in the area~~

~~and relieving the congestion at 190th Street and Normandie Avenue.~~ Project and related project traffic is anticipated to create a significant impact during the AM Peak at the intersection of Normandie Avenue and 190th Street. With project mitigation, which includes the proposed railroad crossings, this impact would be reduced to a less than significant level.

8. That the legal descriptions of the proposed crossings within the City of Los Angeles are as follows:

a. Rail Crossing "A" -- 195th Street driveway from Normandie Avenue West, lying approximately 1,500 feet South of 190th Street, City of Los Angeles.

The Southerly 110 feet of the Northerly 1563.00 feet over, under, and across the following described property:

That portion of the 638.94 acre parcel of land in the Rancho San Pedro, in the City of Los Angeles, County of Los Angeles, State of California, allotted to Maria De Los Reyes Dominguez by the Decree of Partition had in Case No. 3284 of the Superior Court of said county, a copy and decree being recorded in Book 2911 page 1 of Deeds, records of said county, being a strip of land 50 feet wide immediately West of, and along, the West line of Normandie Avenue, formerly known as Old Tomlinson Stage Road, 66 feet wide, and running from the South line of the McDonald Tract, Rancho San Pedro, as per map recorded in Book 15, pages 21 and 22 of Miscellaneous Records, in the office of the County Recorder of said county, Southerly for the distance of 30.60 chains.

b. Rail Crossing "B" -- Existing driveway from Normandie Avenue West, lying approximately 100 feet North of Francisco Street, City of Los Angeles.

The Southerly 184.125 feet of the Northerly 927.90 feet over, under, and across the following described property:

That portion of the 639.07 acre parcel of land in the Rancho San Pedro, in the City of Los Angeles, County of Los Angeles, State of California, allotted to Guadalupe Marcelina Domingues by the Decree of Partition had in Case No. 3284 of the Superior Court of said county, a copy and decree being recorded in Book 2911 page 1 of Deeds, records of said county, being a strip of land 50 feet wide immediately West of, and along, the West line of Normandie Avenue, formerly known as Old Tomlinson Stage Road, 66 feet wide, and running from a point 30.60 chains South of the South line of the McDonald Tract, Rancho San Pedro, as per map recorded in Book 15, pages 21 and 22 of Miscellaneous Records, in the office of the County Recorder of said county, Southerly for the distance of 30.59 chains.

c. Rail Crossing "C" On-site roadway between Western Avenue and Normandie Avenue, approximately 1322.20 feet East of the centerline of Western Avenue to be known as the Westerly extension of Francisco Street.

A strip of land 64.00 feet wide, lying within a portion of Rancho San Pedro, in the City of Los Angeles, County of Los Angeles, State of California, the centerline being more particularly described as follows:

Commencing at the Southeast corner of the Quitclaim Deed of Harvey Aluminum, Inc., recorded in Book D-586, page 796, Official Records of said Los Angeles County; thence South 00° 02' 12" East, 55.38 feet more or less to the future centerline of Francisco Street; thence North 89° 58' 11" East, along said centerline, 80.23 feet to the beginning of a tangent curve concave Northerly having a radius of 850.00 feet; thence along said curve and centerline, through a central angle of 5° 25' 34" an arc distance of 80.50 feet to the TRUE POINT OF BEGINNING; thence continuing along said curve, through a central angle 13° 28' 53" of an arc length of 200.00 feet.

The Southerly 184.125 feet of the Northerly 927.90 feet over, under, and across the following described property:

9. That the nearest public crossings along the Union Pacific Transportation Company Tracks are:

a. Northerly: Crossing No. BBG-498.76 (Federal No. 760518E) located at 190th Street and Normandie Avenue.

b. Southerly: Crossing No. BBG 499.99 (Federal No. 760524H) located at Torrance Boulevard and Normandie Avenue.

10. Because the Union Pacific railroad track involved in all of these crossings is a lightly used rail line (less than one train per day), these crossings are not expected to affect rail service or create any significant safety hazards. Crossing gates and signals will be installed at these railroad crossings in accordance with California Public Utilities Commission standards.

11. That the separation of grades is not practical at the crossings because of the inability for the City or the project applicant to fund the high cost of grade separation projects.

12. That the protection recommended to be provided at all of the crossings are Standard No. 9 with four automatic gates with flashing No., 9 lights. In addition, the crossings will be improved with a rubberized type of crossing in lieu of a standard wood type of crossing. Signage shall be reflectorized white background with black lettering.

13. That Exhibits A, A1, B, B1, and C attached hereto and made a part hereof shows the profile of the ground lines and grade line and rate of the proposed street and the railroad tracks.

14. That the Southern Pacific Railroad and Union Pacific Railroad Companies have reviewed and concurred with the need for this request as evidenced in Exhibit __ attached hereto.

15. That the Environmental Impact Report has completed its public circulation process and is anticipated to be approved in June, 1997.

16. That maintenance of the crossings will be shared equally between the railroad and the City.

WHEREFORE, Applicant requests:

1. That the Public Utilities Commission of the State of California forthwith issue an order authorizing the construction of the proposed grade crossings pursuant to the provisions of Sections 1201-1205 inclusive of the Public Utilities Code.

2. That such order shall authorize the construction of said crossings subject to an agreement to be entered into between the applicant and said railroad.

3. That such order shall allow at least two (2) years from the date of any such order within which to complete the crossings herein proposed.

Date at Los Angeles, California, this ____ day of _____, 1996.

CITY OF LOS ANGELES, CALIFORNIA

By _____

CERTIFICATE OF MAILING

I, _____, being first duly sworn, deposes and says:

That he is the applicant in the above proceeding and that a copy of the application for the _____ at-grading crossing has been served by mail to the Southern Pacific Transportation Company

STATE OF CALIFORNIA
CITY OF LOS ANGELES
COUNTY OF LOS ANGELES

Subscribed and sworn to before me this
____ day of _____, 1996.

Notary Public in and for the County of
Los Angeles, State of California

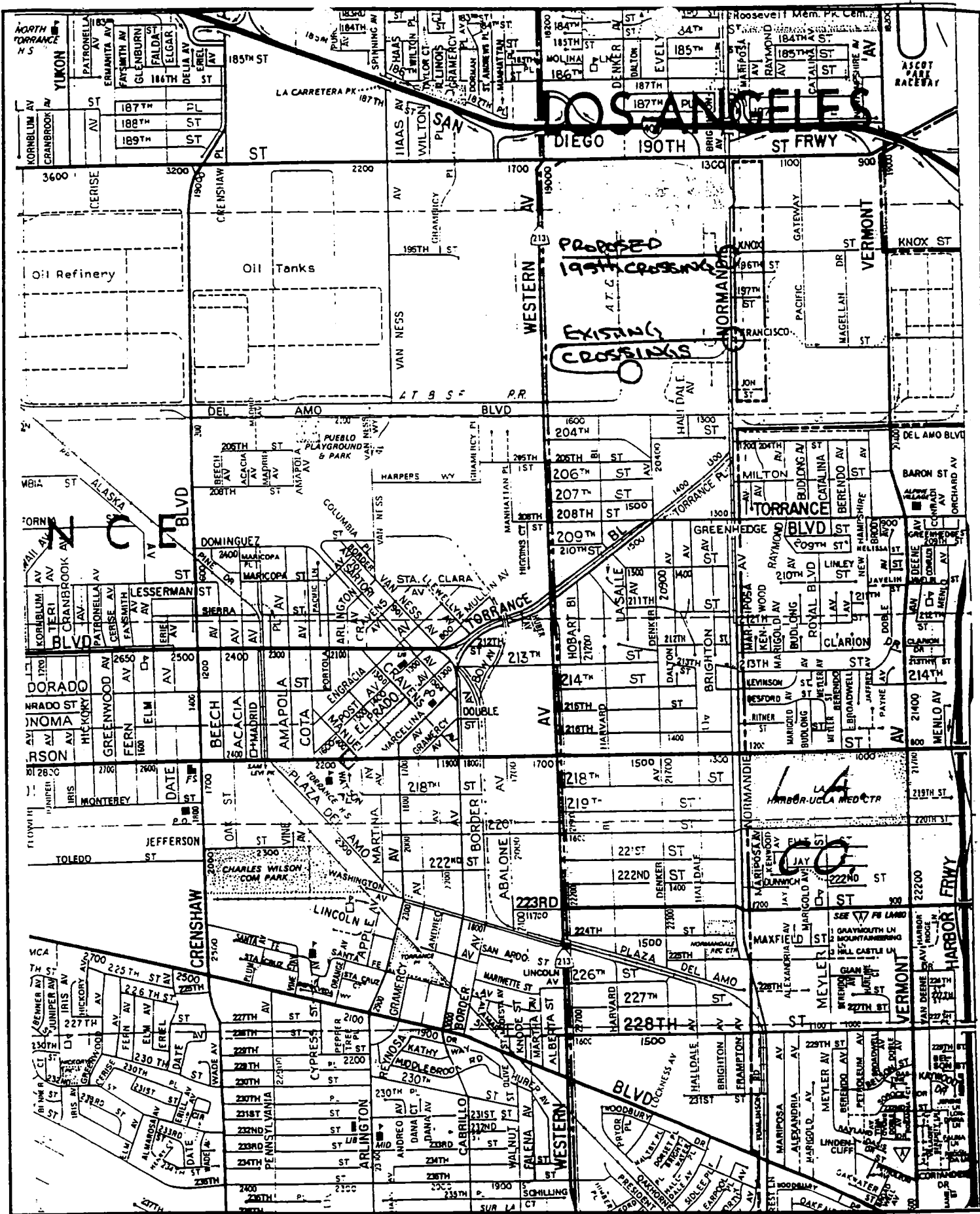


EXHIBIT 1

PROPOSED RAILROAD CROSSINGS
TENTATIVE TRACT MAP NO. 52712



T & ASSOCIATES INC.

1100 TOWN & COUNTRY ROAD, SUITE 1200, ORANGE, CA. 92668
TEL. (714) 560-8200 FAX (714) 560-8211

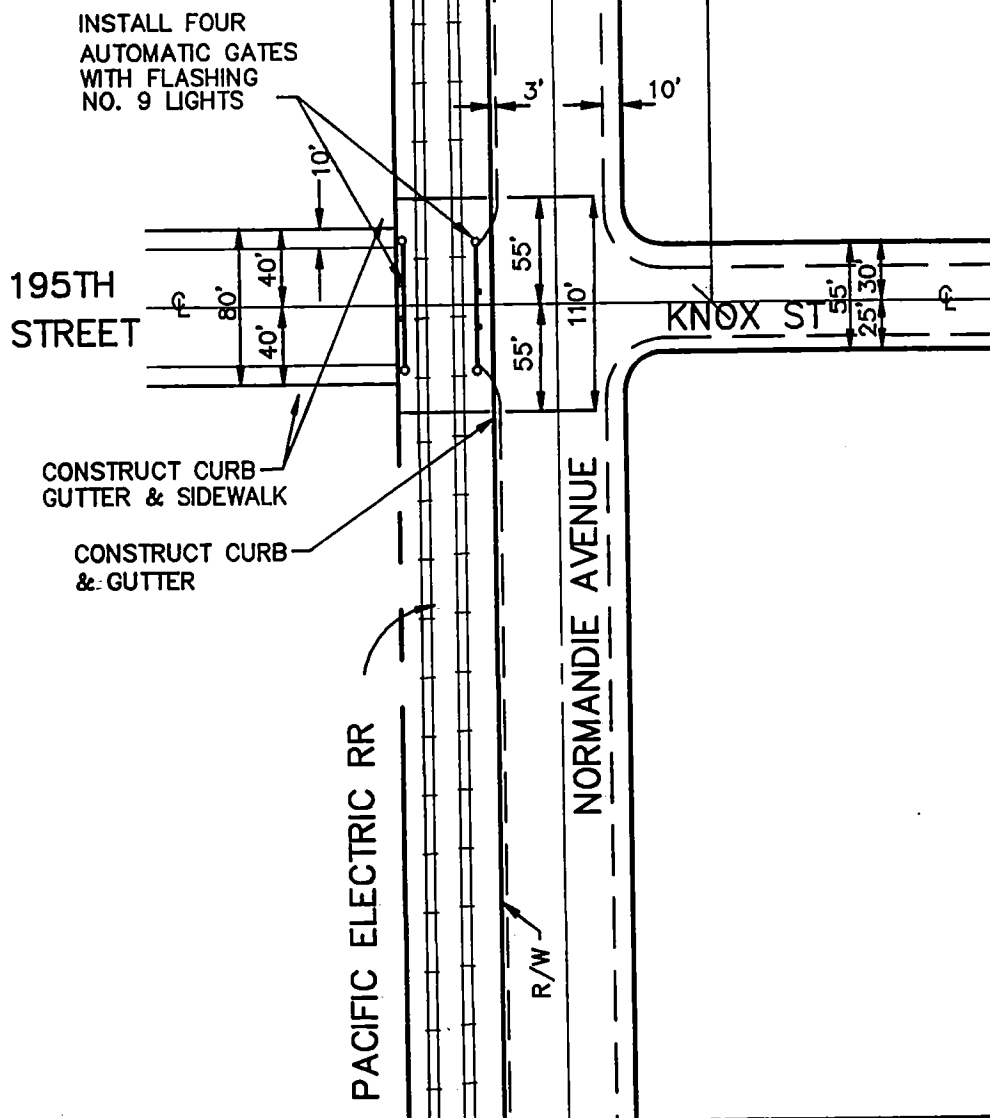


EXHIBIT A

195TH STREET

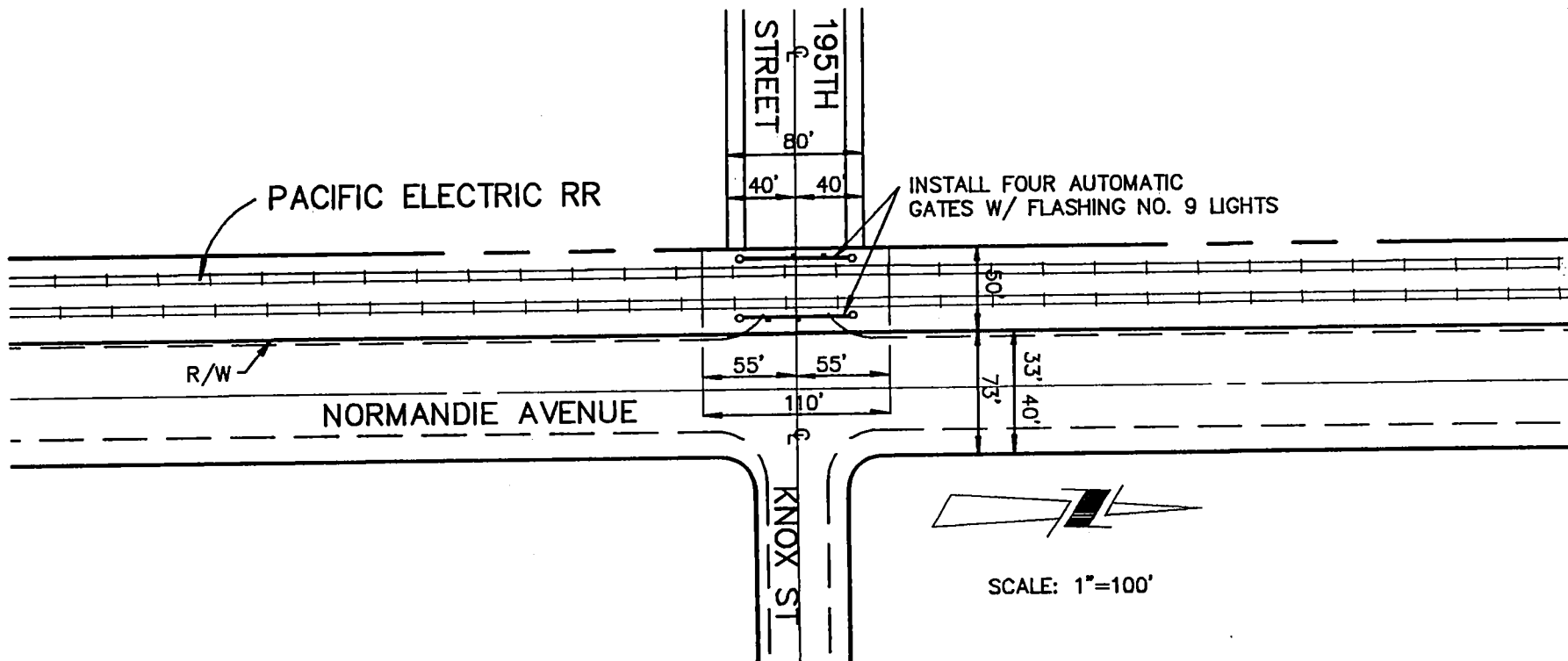
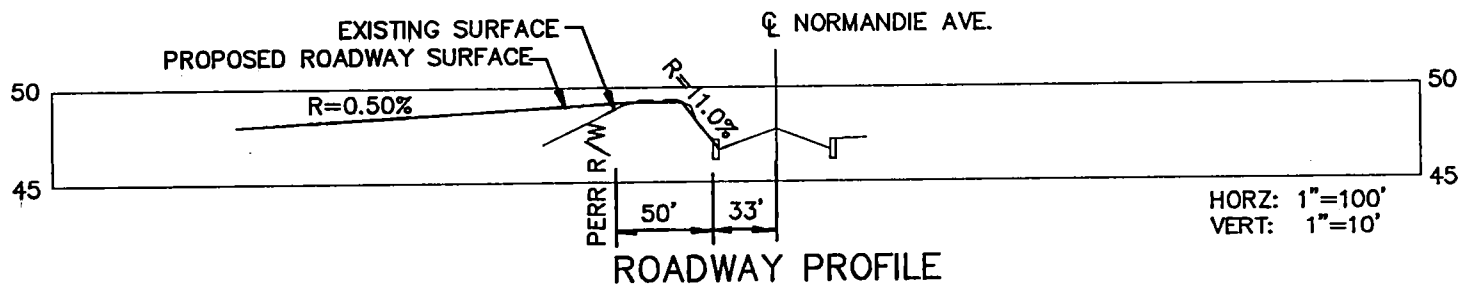
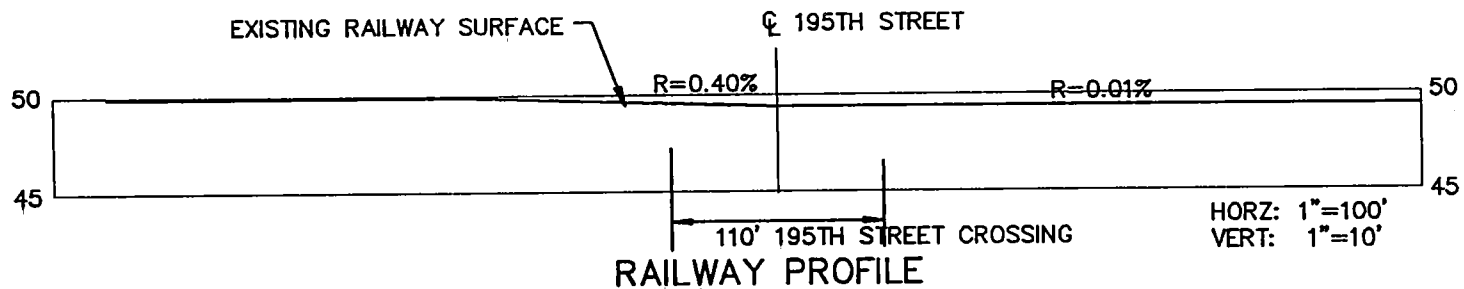
TAT & ASSOCIATES INC.

1100 TOWN & COUNTRY ROAD, SUITE 1200, ORANGE, CA. 92668
 TEL. (714) 560-8200 FAX (714) 560-8211

EXHIBIT A1
195TH STREET

JNR & ASSOCIATES INC.
1100 TOWN & COUNTRY ROAD, SUITE 1200, ORANGE, CA. 92668
TEL. (714) 560-8200 FAX (714) 560-8211

NO. 12-9-96 54637 ON P. 17



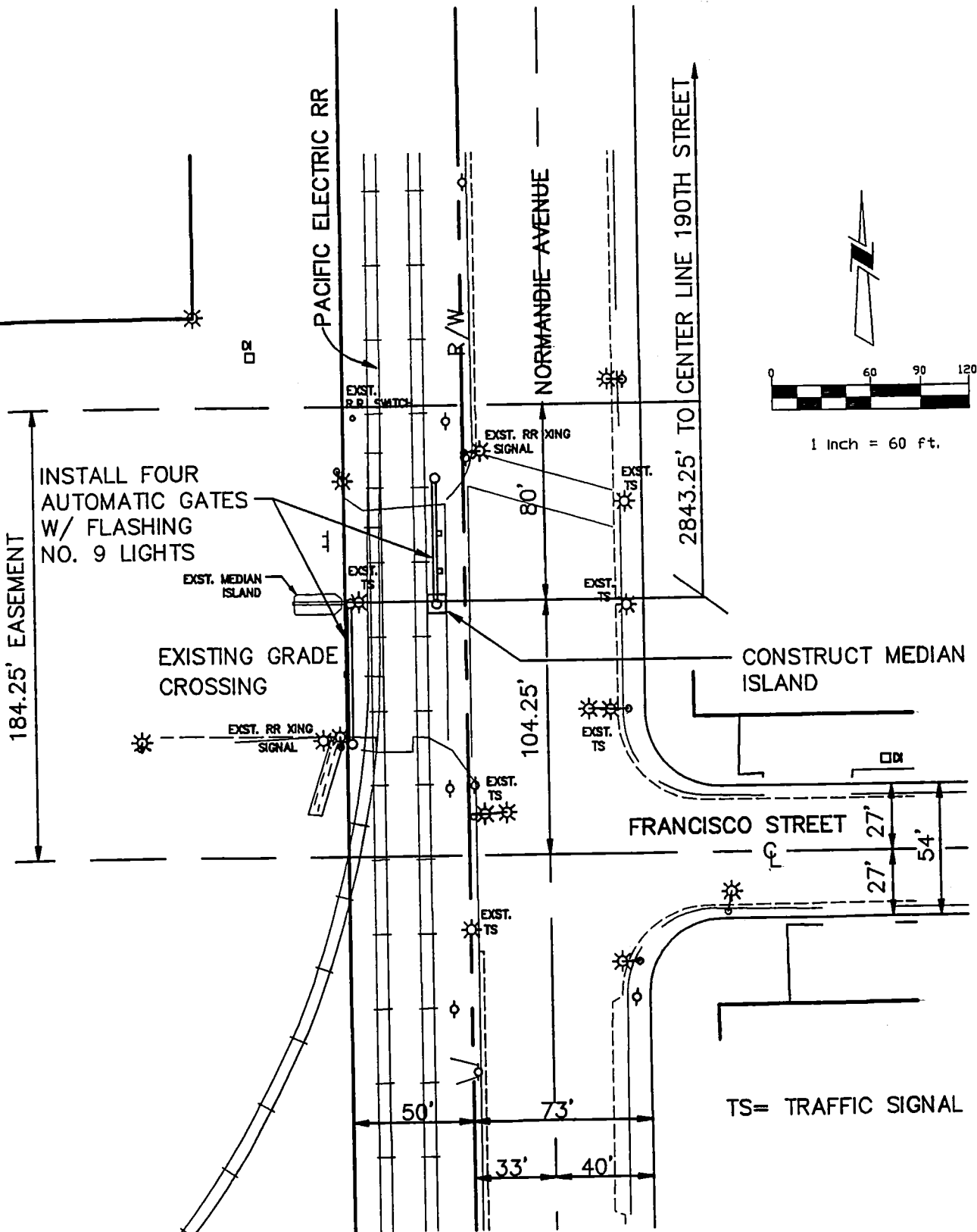


EXHIBIT B

EXISTING GRADE CROSSING

TAT & ASSOCIATES INC.

1100 TOWN & COUNTRY ROAD, SUITE 1200, ORANGE, CA. 92668
TEL. (714) 560-8200 FAX (714) 560-8211

K:\DRAWINGS\SP\SP2289\3289EXT3 6-6-97 2:28:27 PM PST

BOE-C6-0078287

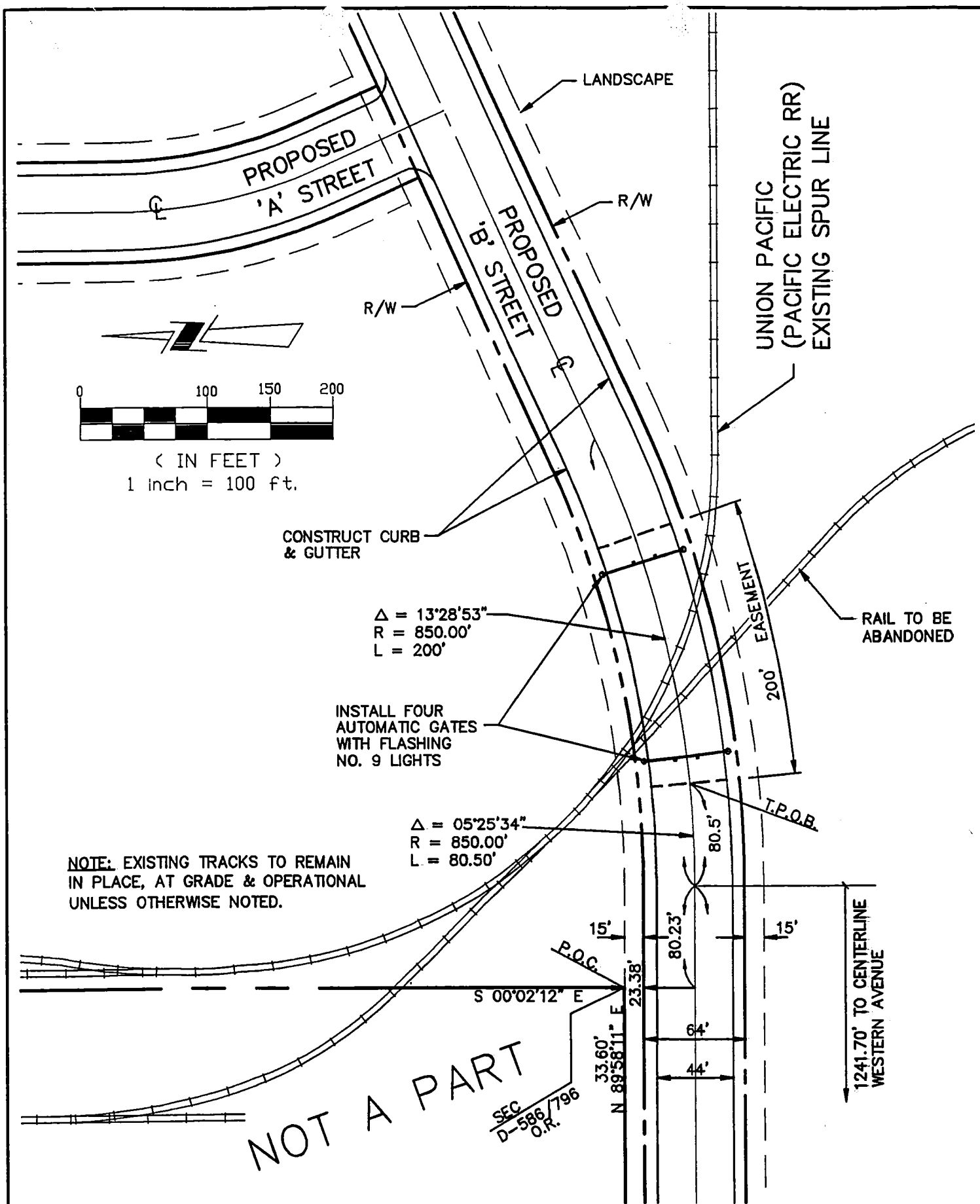


EXHIBIT C

PROPOSED PUBLIC CROSSING
EXISTING SPUR LINE



TAT & ASSOCIATES INC.

1100 TOWN & COUNTRY ROAD, SUITE 1200, ORANGE, CA. 92668
TEL. (714) 560-8200 FAX (714) 560-8211